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U.S. PATENT APPLICATION

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Invention: IGNITION APPARATUS FOR INTERNAL COMBUSTION ENGINE

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SPECIFICATION

IGNITION APPARATUS FOR INTERNAL COMBUSTION ENGINE

5 BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates to an ignition apparatus with a combustion pressure sensor for an internal
10 combustion engine used for an automobile, co-generation and gas pressure pump.

2. Description of the Related Art

There is disclosed a conventional ignition apparatus with a combustion pressure sensor in JP64-54686A, 1989,
15 wherein the combustion pressure sensor and its lead wire buried in a plug cap are fixed around the spark plug.

However, the above-mentioned conventional ignition apparatus has a disadvantage that the combustion pressure is not precisely measured, because the ignition
20 noise is superposed on a signal electrode and signal output electrode provided between the combustion pressure sensor and its lead wire, although the lead wire itself is shielded and noise-free.

25 SUMMARY OF THE INVENTION

An object of the present invention is to prevent an ignition noise from superposing on a combustion pressure

signal through a signal electrode and signal output electrode, thereby precisely detecting the combustion pressure.

The ignition apparatus of the present invention for an
5 internal combustion engine comprises: a spark plug wherein a signal electrode for detecting a combustion pressure is provided at an outer circumference of a plug insulator with a built-in center electrode; a holding member which covers the outer circumference of the plug
10 insulator and has a signal terminal connected with the signal electrode; and a plug cap fixed to the holding member, covers the outer circumference of the plug insulator and is connected with an ignition coil.

The ignition apparatus of the present invention is
15 characterized in that: an electrically grounded shield member is provided on the outer circumference of the plug insulator; and the shield member is insulated from the signal electrode.

According the ignition apparatus of the present
20 invention, it is prevented or suppressed that the ignition noise is superposed through the combustion pressure signal electrode and signal terminal onto the combustion pressure signal. Thus, the combustion pressure is precisely detected.

25 The present invention has a further Features as stated below.

A Feature is that the insulation between the signal electrode and shield member is assured by the insulating

member between them.

Another Feature is that the ignition noise superposition is surely prevented or suppressed by providing the shield member on a whole surface opposite to the signal electrode.

Still another Feature is that the ignition noise and electrical noise from other combustion chambers are shielded by the shield plate provided on the cap cover around the signal electrode and signal terminal.

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BRIEF EXPLANATION OF THE DRAWINGS

FIG. 1 is a partial cutaway elevational view of the ignition apparatus of Embodiment 1 of the present invention.

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FIG. 2 is a elevational view of the spark plug "P" included in the ignition apparatus as shown in FIG. 1.

FIG. 3 is a elevational cross sectional view of the spark plug "P" included in the ignition apparatus as shown in FIG. 1.

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FIGs. 4A, 4B and 4C show steps for manufacturing the earth electrode (shield member) 70, insulating layer (insulating member) 80, electrode ring (insulating body) 90 and combustion pressure sensor 60.

FIG. 5 is a perspective view of the electrode ring (insulating body) 90 as shown in FIG. 4C.

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FIG. 6 is a partial cutaway elevational view of a main portion of the ignition coil "C" as shown in FIG. 1.

FIG. 7 is a partial cutaway elevational view of a main portion of the ignition apparatus of Embodiment 2.

FIG. 8 is a perspective view of a main portion of the ignition apparatus of Embodiment 3.

5 FIG. 9 is a perspective view of a main portion of the ignition apparatus of Embodiment 4.

PREFERRED EMBODIMENT OF THE INVENTION

10 Preferred embodiments are explained, referring to the drawings.

Embodiment 1

15 FIG. 1 is a partial cutaway elevational view of the ignition apparatus of Embodiment 1 which includes a spark plug "P" for discharging a high voltage between a spark gap and ignition coil "C" for applying on the basis of a control signal from a not-shown igniter the high voltage
20 to the spark plug "P".

As shown in FIG. 2, the spark plug "P" has a housing 10 made of a steel, e.g., low-carbon steel. The housing 10 is provided with a fixing screw 11 by which the spark plug "P" is fixed to a cylinder head which forms a not-shown
25 combustion chamber.

There is fixed inside the housing 10 a cylindrical insulator 20 made of, e.g., an electrically insulating alumina ceramics Al_2O_3 . Further, a center electrode 30 is

inserted into the housing 10, while a stem 40 is exposed from the housing 10.

There is formed on an outer circumference of the insulator 20 at its middle position along the axial direction
5 an insulator brim 21 projecting outward, while there are fixed in an axial hole of the insulator 20 the center electrode 30 and stem 40 which are insulated from the housing 10.

The center electrode 30 is a cylinder of which inner
10 side is made of a highly heat-conductive material, e.g., Cu and of which out side is made of a heat-resistive and corrosion-resistive material, e.g., Ni alloy. The tip surface of the center electrode is exposed from the tip of the insulator 20. Further, a terminal 41 formed at the tip of
15 the metal stem 40 is exposed from the insulator 20.

The earth electrode 50 made of a Ni alloy is welded to the housing 10 and is bent by about 90 degrees, thereby forming a spark gap between its tip and the tip of the center electrode 30. The earth electrode 50 is grounded
20 together with an automobile body through the housing 10 .

As shown in FIG. 3, there is provided an earth electrode (shield member) 70 (connected with one side of a combustion pressure sensor 60) both on a brim surface 22 and on an outer surface at the middle portion of the
25 insulator 20 along the axial direction.

As shown in FIG. 4A, the earth electrode (shield member) 70 is formed by coating and baking a conductive metal paste of, e.g., Ag and Ni. Further, the earth

electrode (shield member) 70 is provided on a whole surface opposite to a combustion pressure signal electrode 93. Here, the earth electrode 70 works also a shield member for shielding the high frequency noise generated inside the insulator 20.

As shown in FIG. 4B, a part of the outer side of the earth electrode (shield member) 70 is covered by an insulating layer (insulating member) 80 of a glaze which is coated and baked. The insulating layer (insulating member) 80 insulates the earth electrode (shield member) 70 from the combustion pressure signal electrode 93.

As shown in FIG. 4C, the electrode ring (insulating body) 90 is provided on the outer circumference of the insulating layer (insulating member) 80.

As shown in FIG. 5, the electrode ring (insulating body) 90 comprises: a electrode cylinder 91; and a electrode brim 92 projecting outward. The electrode cylinder 91 and electrode brim 92 in the electrode ring 90 are made of an insulating material, e.g., alumina ceramics Al_2O_3 .

There is formed on the electrode ring (insulating body) 90 the signal electrode 93 made of the conductive metal paste of, e.g., Ag and Ni coated and baked. The signal electrode 93 comprises: an outer circumference electrode 93a formed on the outer circumference of the electrode cylinder 91; a brim electrode 93b on a surface (of the side of the insulator brim 21) of the electrode brim 92; and an inner circumference electrode 93c (formed on the inner surface of the electrode cylinder 91) for electrically

connecting the outer circumference electrode 93a with the
brim electrode 93b.

5 A combustion pressure sensor 60 for detecting a
combustion pressure of a fuel mixture combusting in a
combustion chamber is an annular piezoelectric element
wherein a piezoelectric charge is changed by a load
(pressure) on itself.

10 The combustion pressure sensor 60 is fixed on the
outer circumference of the insulator layer (insulating
member) 80 and held between the insulator brim 21 and
electrode brim 92. Further, the combustion pressure
sensor 60 is given a prescribed compression load by a metal
cylindrical bolt 100 which presses down the electrode brim
92 toward the combustion pressure sensor 60, as shown in
15 FIG 3.

As shown in FIG. 6, there is provided inside a coil case
200 of the ignition coil "C" a ignition coil comprising a not-
shown first and second coil. Further, an end of the coil
case 200 is connected with a plug cap 210.

20 The plug cap 210 is a cap connector for electrically
connecting the spark plug "P" with the ignition coil.
Concretely, the high voltage side of the secondary coil is
electrically connected through a electrically conductive
spring 220 with the terminal 41 of the stem 40 as shown in
25 FIG. 3 by fitting up the plug cap 210 on the terminal 41.

An end of the plug cap 210 is connected with a holding
member 230 (made of a PPS resin cylinder) which holds an
earth terminal 231 electrically connected with the earth

electrode (shield member) 70 and a signal terminal 232 electrically connected with the signal electrode 93. Here, the plug cap 210 and holding member 230 construct a cap member.

5 A part of the earth terminal 231 positioned inside the holding member 230 is U-shaped in such a manner that the inner circumference surface of the U-shaped part is in contact with the earth electrode (shield member) 70, while another part of the earth terminal 231 positioned outside
10 the holding member 230 is caulked and connected to a signal line 240 which is a shield line, e.g., a coaxial line coated by PTFE.

 Further, a part of the signal terminal 232 positioned inside the holding member 230 is also U-shaped in such a
15 manner that the inner circumference surface of the U-shaped part is in contact with the outer circumference electrode 93a, while another part of the signal terminal 232 positioned outside the holding member 230 is caulked and connected to a signal line 240.

20 The signal line 240 extends to another end of the coil case 200 and is connected with a terminal 250, as shown in FIG. 1.

 The outer circumference of the plug cap 210 and holding member 230 are covered by a cylindrical PPS resin
25 cap cover 260 for covering the connection points of signal line 240 and earth terminal 231 & signal terminal 232.

 Further, the outer circumference of the cap cover 260 is covered by a shield member 270 made of a steel (e.g., SUS)

which covers the signal electrode 93 and signal terminal 232. When the ignition coil "C" is fitted to the spark plug "P", an end of the shield plate 270 contacts the bolt 100 which is grounded through the housing 10.

5 According to Embodiment 1, the high frequency noise generated from inside the plug insulator 20 during the discharge of the spark plug "P" is not superposed upon the pressure signal from the combustion pressure sensor 60, because the sensor 60 is shielded by the earth electrode 70.
10 Thus, the combustion pressure is precisely detected.

 The noise superposition is more completely prevented, due to the earth electrode (shield member) 70 provided on the whole surface of the signal electrode 93.

 Further, the noise superposition is more completely
15 prevented, due to the shield plate 270 which electrically shields the signal electrode 93 and signal terminal 232 from other spark plugs fixed to other combustion chambers.

 Further, the signal electrode 93 is surely insulated
20 from the earth electrode (shield member) 70, due to the insulating layer (insulating member) 80 between them.

 Further, the manufacturing steps for the ignition apparatus are simplified, because the earth electrode (shield member) 70 is formed beforehand directly on the
25 surface of the plug insulator.

Embodiment 2

FIG. 7 is a partial cutaway elevational view of Embodiment 2. The similar reference numerals designate the similar elements in Embodiment 1 and the explanations thereof are omitted.

5 Although in Embodiment 1 the whole signal line 240 was buried in the coil case 200 and plug cap 210, it may be disposed outside the coil case 200 and plug cap 210.

Embodiment 3

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FIG. 8 is a perspective view of a main element of Embodiment 3. The same elements as in Embodiment 1 are omitted.

15 Although in Embodiment 1 the earth electrode (shield member) 70 was directly formed on the plug insulator 20, the earth electrode (shield member) 700 may be an independent body fitted to the plug insulator 20.

20 The earth electrode (shield member) 700 (made of, e.g., conductive steel) comprises: a disc-shaped earth electrode brim 701 which is disposed on the brim surface 22 of the insulator brim 21; and a cylindrical earth electrode 702 which is disposed at the outer circumference of the middle portion along the axial direction of the plug insulator 20.

25 Embodiment 4

FIG. 9 is a perspective view of a main element of Embodiment 4. The same elements as in Embodiment 1

are omitted.

Although in Embodiment 1 the earth electrode (shield member) 70 was provided both on the brim surface 22 and the outer circumference surface of the insulator 20 at the middle portion along insulator axial direction as shown in FIG. 4A, the earth electrode (shield member) 70 may be extended to a bottom portion 23 of the insulator brim 21.

Further, a metal sealing ring may be held between the bottom portion 23 and the inner circumference of the housing 10, improving the shielding capability of the high frequency spark discharge noise. Further, the earth terminal 231 in Embodiment 1 can be abolished, because the earth electrode is grounded by the bottom portion 23, metal sealing ring and housing 10.

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Other Embodiment

Although in Embodiment 1 the insulating layer (insulating member) 80 was formed, the insulating layer (insulating member) 80 may be replaced by a PTFE tube.